



Al Ott

State Representative • 3rd Assembly District

AB 799
Pedestrian Railroad Crossings
Assembly Committee on Transportation
February 25, 2014

Thank you for the opportunity to testify on behalf of Assembly Bill 799 (AB 799), which prohibits pedestrians from entering or crossing railroad tracks, except at a legal railroad crossing.

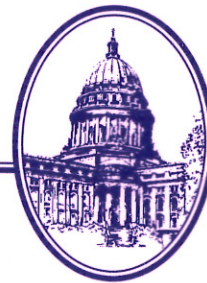
Across the nation, an average of 400 people die every year walking on and across railroad tracks, and nearly as many are severely injured. The Federal Railroad Administration (FRA) has called this, "the leading cause of rail-related fatalities in America." Every year since 1997, more people have died walking on railroad tracks than in vehicles struck by trains at railroad crossings. According to FRA data, three people are killed this way every year on average in Wisconsin.

These tragic events can be avoided. Due to the prevalence of these incidents, there has been a national push in recent years to take more aggressive action toward keeping pedestrians off of railroad tracks. At least 25 states and the District of Columbia have enacted legislation to restrict pedestrian access to railroad tracks.

Here in Wisconsin, Senator Petrowski and I have worked with the railroad employees of the SMART-Transportation Division, who often share in the grief caused by these awful accidents, to put forward a proposal to attempt to prevent unnecessary deaths at railroad crossings.

AB 799 expands on our current railroad trespassing law to specifically prohibit pedestrians from entering or crossing railroad tracks, except at a legal railroad crossing. It also increases the existing penalty for a bicycle improperly crossing railroad tracks to bring it in line with this new provision. In addition, it requires fines for automobiles improperly crossing railroad tracks to be tripled for a repeat offense of existing laws related to that offense.

Enacting and enforcing these new provisions, in conjunction with appropriate signage and citizen education, can go a long way in preventing these horrific occurrences on Wisconsin's 3,600 miles of railroad tracks.



February 25, 2014

Assembly Committee on Transportation

Assembly Bill 799

Representative Peter Barca

Chairman Ripp and members of the Assembly Committee on Transportation; thank you for holding a public hearing on Assembly Bill 799, which will make our railroad crossings safer and prevent future accidents.

Across the nation, an average of 400 people die every year walking on and across railroad tracks, and nearly as many are severely injured. The Federal Railroad Administration has called this "the leading cause of rail-related fatalities in America." Every year since 1997, more people have died walking on railroad tracks than in vehicles struck by trains at railroad crossings. An average of three people are killed this way every year in our state according to FRA data.

These tragic events can be avoided. Due to the prevalence of these events, there has been a push nationally in recent years to enact and expand these laws with versions in at least 25 states and the District of Columbia. My office worked with the railroad employees of the SMART-Transportation Division, who often share in the grief caused by these awful accidents, to craft a proposal to attempt to prevent unnecessary deaths at railroad crossings. I want to thank Representatives Ott and Zepnick and Senators Petrowski and Hansen for their efforts to advance this proposal.

This bill expands on our railroad trespassing law to prohibit unsafe pedestrian railroad crossings. It also increases the existing penalty for a bicycle improperly crossing railroad tracks to bring it in line with this new provision. In addition, it requires fines for automobiles improperly crossing railroad tracks to be tripled for a repeat offense of existing laws related to that offense.

Enacting and enforcing these new provisions in conjunction with appropriate signage and citizen education can go a long way in preventing these horrific occurrences.

Thank you for your time today and I would appreciate your support when Assembly Bill 799 comes for a vote before this committee.



Transportation Division

Good Afternoon,

My name is Christopher Tassone and I am a Conductor for the Canadian National Railway in Neenah. I service various warehouses, paper mills and industries in the very busy Fox Valley.

All too often we are witness to and can only sit idly by as children, teens and adults of all ages risk their lives by challenging our oncoming train. Whether they are playing "chicken", attempting suicide or just simply in a hurry, we as train crews are now involved in that situation. We can only give so much warning. From our blaring whistle and ringing bell to the stop signs, flashing lights and gated crossings; at some point, the person who is looking to cross the tracks has to make the decision. Do I or don't I. People need to know that they are breaking the law by ignoring the warnings of an approaching train.

A "near miss" or a more fitting term, a "near hit", can be as devastating to a crew and to witnesses as a casualty.

Our local police departments are not staffed to deal with every reported trespasser nor do they know all the service road's and route's on private railroad property. Railroad police and NO TRESPASSING signs are inadequate. For example, the CN Property has signage everywhere warning the public not to trespass but has only 1 CN Police Agent for the entire State of Wisconsin. This Bill will provide law enforcement with a tool to help keep crossings safe and hopefully deter pedestrians from risking their lives and affecting the lives of so many others.

Train-pedestrian incidents are one of the most devastating and fatal events on the railroad. Whistle free or "quiet zones" are pleasant to the ears but scary as hell to a train crew. Yes, we have the ability to blow the whistle when there is a close call and gated crossings are a necessity in these zones but there is no deterrent to pedestrians. Gates and specially placed medians have helped control the most determined motorist but there is nothing to stop a pedestrian.

The speed of a moving train is nearly impossible to judge. You don't know really how fast they are moving until it is literally in front of you. Pedestrians will often misjudge the train's speed and proximity to the crossing and therefore put themselves in a deadly situation.



Transportation Division

A train crew has few tools to prevent a crossing incident. Swerving or coming to an abrupt stop is not an option. The traffic warning devices, posted signage, and train whistle offer the only warning. The pedestrian has to act responsibly to these warnings. If chances continue to be taken and unsafe decisions continue to be made and law enforcement can't enforce the law and deter this behavior, casualties will continue to occur.

This Bill will provide law enforcement with a tool to help keep crossings safe and hopefully deter pedestrians from risking their lives and affecting the lives of so many others.

I ask for your support in the passage of Assembly Bill 799. With this tool, we can help achieve 0 injuries and 0 fatalities to pedestrian's around railroad property and crossings in Wisconsin.

Thank you.
Christopher Tassone
Appleton, WI



Transportation Division

Testimony for Public Hearing

A.B. 799 (Committee on Transportation)

An Act relating to: pedestrians crossing railroad tracks and penalties for violations relating to railroad crossings and providing a penalty.

February 25, 2014

Craig C. Peachy

7 N. Pinckney Street, Suite LL-25

Madison, WI 53703-4208

I would like to thank this committee for the opportunity to testify on AB 799.

My name is Craig Peachy. I am a railroad conductor on the CN railroad, with 25 years' experience. I am also the State Legislative Director for the "Sheet Metal Air Rail Transportation Union". (SMART). I am here in support of A. B. 799. I urge you to pass this important legislation.

A.B. 799 addresses public safety at railroad crossings and will indeed save citizens lives and at the same time will help educate the public when crossing railroad tracks.

I would like to take this opportunity to speak on behalf of our members and all railroad employees that must deal with railroad crossing fatalities.

Engineers and Conductors involved in these types of casualties may suffer from a variety of emotional and physical injuries, including spinal injuries, head injuries and Post-Traumatic Stress Disorder (PTSD). The reality is, when an impact with a semi, car or pedestrian occurs; the crew is confronted with an enormous rush of adrenaline that relates to both the fear for their own life and the life of the occupants of the vehicle or a pedestrian. In many cases, the train crew can see the faces of the families and individuals that are being struck and killed.



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The person will normally look up just before the impact occurs. After the incident occurs, the conductor will usually leave the cab to locate the victim for the police and ambulance. Much like the initial impact of the accident, when the victim is found, it will burn an indelible memory into our hearts and minds forever. Often times, it will result in permanent injury including PTSD type problems.

The injuries associated with PTSD are profound and often times very similar to mild traumatic brain injuries. It may include anxiety and depression on top of very confusing mental processing, lack of focus, memory issues, and sleep interruption. These in turn can impact family relationships with spouses and children who don't really understand what has happened. The fact of the matter is that there is an organic and physical change in the brain that impacts the ability of the person to control their fear response to various circumstances. This leads to the person feeling out of control, anxious and in turn depressed about what has happened to them and the other person that was killed or injured.

I would like to tell you about some of my own personal experiences.

In my 25 years working on the railroad, I have been involved in four of these accidents. Two of those accidents involved pedestrians and the other two involved vehicles. One of the pedestrians our train hit was wearing a radio-head phone and walked in front of our moving train. I found the young adult still alive. I remember calling on my hand radio to the engineer to call for help and at the same time holding the victim down to keep him from further injuring himself and until the ambulance arrived. The victim had a very bad head injury and to this day I am not sure if he survived.

The other three casualties I was involved with, all the victims were all deceased upon my arrival.

As you can imagine, each casualty had its own painful story and a picture that was burned into my memory. The railroad I work for, does not offer any training on these types of casualties nor do they train employees of the dangers of Bio-matter or Blood-borne Pathogens that are often evident at the scene. In fact, the railroad I work for has refused to have the equipment involved sanitized at the scene. This has caused concern for our member's health and well-being.



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I have also been involved with many "close calls" in my railroad career. A close call can be just as physically or mentally damaging to the person as an incident involving a fatality.

As an example, several years ago, on a snowy day, I was on a train leaving Fond Du Lac WI and headed to Chicago. About half way to Chicago our train came within inches of hitting two men standing in the middle of the railroad track. The two men were railroad employees using a leaf blower to blow snow and ice from the switches. The noise from the leaf blower prevented them from hearing the train's whistle. The next day I was not feeling well and had some pain on one side of my upper body. My wife talked me into going to see the doctor. After an examination by the doctor, he asked if I had been through any traumatic experience or if I had been under any unusual pressure. I shared with the doctor my story from the previous day. He then informed me that I had red spots on one side of my upper body and that I had come down with a severe case of shingles. I had never had shingles and was unable to work for 2 months due to the pain.

Unfortunately, most of the train crew members suffer through these types of experiences alone. Fortunately, some railroads are now offering workers counseling and paid time off depending upon the railroad.

I wanted to share my story with everyone here today and respectfully request that you support A.B. 799. I have also included in my handout a file with FRA statistics on train fatalities and injuries.

Thank you for your time and consideration, I would be happy to try and answer any questions you may have.

Sincerely,

Craig C. Peachy

PRELIMINARY
REGION 4 HIGHWAY-RAIL STATISTICS

January – November 2013 (Preliminary)										January – November 2012 (Preliminary)										
State	Hwy Rail Collisions		Hwy Rail Fatalities		Hwy Rail Injuries		Trespass Fatality	Trespass Injuries			Hwy Rail Collisions		Hwy Rail Fatalities		Hwy Rail Injuries		Trespass Fatality	Trespass Injuries		
	Pub	Pvt	Pub	Pvt	Pub	Pvt					Pub	Pvt	Pub	Pvt	Pub	Pvt				
Illinois	84	20	12	2	27	3	27	24			88	16	17	0	37	1	13	18		
Indiana	77	6	16	0	30	1	19	18			94	3	9	1	29	0	10	6		
Mich.	43	8	2	0	17	4	6	2			33	3	1	0	34	0	11	6		
Minn	37	6	4	0	12	3	5	5			21	7	7	0	6	1	8	6		
Wisc	48	5	2	0	20	0	4	3			32	6	3	0	11	1	1	2		
R. 4 Total	289	45	36	2	106	11	61	52			268	35	37	1	117	3	43	38		
Nation Total	1606	264	206	22	750	104	462	398			1539	259	177	30	753	126	397	388		

Prepared by:
R. Meyer, Crossing Manager
Region 4 Federal Railroad Administration

REGION - 4
JANUARY – NOVEMBER
2013 - 2012
COMPARISON

States	Hwy/Rail Collisions		Hwy/Rail Fatalities		Hwy/Rail Injuries		Trespass	
Illinois	Public	Private	Public	Private	Public	Private	Fatality	Injuries
2012	88	16	17	0	37	1	13	18
2013	84	20	12	2	27	3	27	24
% Change	-4.55%	25.00%	-29.41%	200.00%	-27.03%	200.00%	107.69%	33.33%

Indiana	Collisions		Fatalities		Injuries		Trespass	
	Public	Private	Public	Private	Public	Private	Fatality	Injuries
2012	94	3	9	1	29	0	10	6
2013	77	6	16	0	30	1	19	18
& Change	-18.09%	100.00%	77.78%	-100.00%	3.45%	100.00%	90.00%	200.00%

Michigan	Collisions		Fatalities		Injuries		Trespass	
	Public	Private	Public	Private	Public	Private	Fatality	Injuries
2012	33	3	1	0	34	0	11	6
2013	43	8	2	0	17	4	6	2
% Change	30.30%	166.67%	100.00%	0.00%	-50.00%	400.00%	-45.45%	-66.67%

Minnesota	Collisions		Fatalities		Injuries		Trespass	
	Public	Private	Public	Private	Public	Private	Fatality	Injuries
2012	21	7	7	0	6	1	8	6
2013	37	6	4	0	12	3	5	5
% change	76.19%	-14.29%	-42.86%	0.00%	100.00%	200.00%	-37.50%	-16.67%

Wisconsin	Collisions		Fatalities		Injuries		Trespass	
	Public	Private	Public	Private	Public	Private	Fatality	Injuries
2012	32	6	3	0	11	1	1	2
2013	48	5	2	0	20	0	4	3
% Change	50.00%	-16.67%	-33.33%	0.00%	81.82%	-100.00%	300.00%	50.00%

R-4 Total	Collisions		Fatalities		Injuries		Trespass	
	Public	Private	Public	Private	Public	Private	Fatality	Injuries
2012	268	35	37	1	117	3	43	38
2013	289	45	36	2	106	11	61	52
% Change	7.84%	28.57%	-2.70%	100.00%	-9.40%	266.67%	41.86%	36.84%

National Total	Collisions		Fatalities		Injuries		Trespass	
	Public	Private	Public	Private	Public	Private	Fatality	Injuries
2012	1539	259	177	30	753	126	397	388
2013	1606	264	206	22	750	104	462	398
% Change	4.35%	1.93%	16.38%	-26.67%	-0.40%	-17.46%	16.37%	2.58%

Trespasser Casualties January 2010 to October 2013

(not including Highway-Rail Incidents) www.fra.dot.gov (2.07)

Number of Deaths/Injuries to Trespassers in the US by Railroad

Union Pacific RR	597
BNSF Railway	448
Amtrak	389
Soo Line RR	23
Wisconsin Central	13
Canadian Pacific	08

Numbers of Deaths/Injuries to Trespassers in Wisconsin by Railroad

Wisconsin Central	07
BNSF Railway	06
Soo Line RR	06
Union Pacific RR	06
Amtrak	04
Canadian Pacific	01

Federal Railroad Administration Office of Safety Analysis

TRESPASSER CASUALTIES (DEATHS AND INJURIES) (BY CALENDAR YEAR, Jan-Dec) **(EXCLUDES HIGHWAY-RAIL INCIDENTS)**

Selections: Railroad - All Railroads
 State - All States County - All Counties
 All Regions
 All Casualties
 Calendar Year - 2013
 End Month of Report - October

	Total		Total Year Counts			YTD Counts Jan - Oct		% Change Over Time		
	Cases	Pct of Total	2010	2011	2012	2012	2013	2010 to 2012	2011 to 2012	To Oct 2012 2013
GRAND TOTAL....	3,245	100.0	829	777	840	720	799	1.3	8.1	11.0
California	431	13.3	111	97	118	97	105	6.3	21.6	8.2
Texas	253	7.8	61	64	73	59	55	19.7	14.1	-6.8
Illinois	188	5.8	55	53	34	28	46	-38.2	-35.8	64.3
Pennsylvania	174	5.4	43	40	50	36	41	16.3	25.0	13.9
Florida	169	5.2	46	41	43	39	39	-6.5	4.9	.
New York	149	4.6	40	37	41	37	31	2.5	10.8	-16.2
Ohio	115	3.5	26	19	33	28	37	26.9	73.7	32.1
Georgia	112	3.5	33	22	29	25	28	-12.1	31.8	12.0
North Carolina	106	3.3	33	20	28	27	25	-15.2	40.0	-7.4
New Jersey	98	3.0	25	26	13	13	34	-48.0	-50.0	161.5
Indiana	95	2.9	15	26	18	16	36	20.0	-30.8	125.0
Kentucky	76	2.3	11	23	26	24	16	136.4	13.0	-33.3
Tennessee	75	2.3	13	25	20	18	17	53.8	-20.0	-5.6
Alabama	74	2.3	16	17	19	15	22	18.8	11.8	46.7
Washington	74	2.3	21	19	16	13	18	-23.8	-15.8	38.5
Maryland	67	2.1	25	18	13	13	11	-48.0	-27.8	-15.4
Louisiana	64	2.0	17	14	19	18	14	11.8	35.7	-22.2
Virginia	64	2.0	12	15	19	15	18	58.3	26.7	20.0
Arizona	63	1.9	15	11	22	19	15	46.7	100.0	-21.1
Massachusetts	58	1.8	14	9	18	16	17	28.6	100.0	6.3
South Carolina	55	1.7	12	13	9	8	21	-25.0	-30.8	162.5
Missouri	54	1.7	18	13	10	9	13	-44.4	-23.1	44.4
Oregon	51	1.6	14	12	16	12	9	14.3	33.3	-25.0
Michigan	50	1.5	17	9	17	16	7	.	88.9	-56.3
West Virginia	50	1.5	7	14	15	11	14	114.3	7.1	27.3
Oklahoma	48	1.5	11	7	10	10	20	-9.1	42.9	100.0
New Mexico	44	1.4	15	9	8	7	12	-46.7	-11.1	71.4
Minnesota	43	1.3	10	9	14	14	10	40.0	55.6	-28.6
Colorado	39	1.2	10	15	10	9	4	.	-33.3	-55.6
Kansas	36	1.1	9	11	9	9	7	.	-18.2	-22.2
Arkansas	32	1.0	7	6	11	10	8	57.1	83.3	-20.0
Wisconsin	30	0.9	12	10	3	3	5	-75.0	-70.0	66.7
Mississippi	29	0.9	8	5	8	7	8	.	60.0	14.3
Nevada	24	0.7	8	5	4	3	7	-50.0	-20.0	133.3
Iowa	23	0.7	7	8	3	2	5	-57.1	-62.5	150.0
Connecticut	20	0.6	9	4	5	5	2	-44.4	25.0	-60.0
Montana	17	0.5	5	5	6	6	1	20.0	20.0	-83.3
Nebraska	17	0.5	4	2	7	6	4	75.0	250.0	-33.3
North Dakota	17	0.5	3	4	7	6	3	133.3	75.0	-50.0
Utah	14	0.4	2	2	7	4	3	250.0	250.0	-25.0
Idaho	12	0.4	2	4	2	1	4	.	-50.0	300.0

	Total		Total Year Counts			YTD Counts Jan - Oct		% Change Over Time		
	Cases	Pct of Total	2010	2011	2012	2012	2013	2010 to 2012	2011 to 2012	To Oct 2012 2013
Wyoming	7	0.2	1	3	3	2	.	200.0	.	.
Delaware	6	0.2	1	4	1	1	.	.	-75.0	.
Maine	5	0.2	1	.	1	1	3	.	.	200.0
South Dakota	5	0.2	2	3	.	.	.	.	.	.
Vermont	4	0.1	.	.	.	.	4	.	.	.
Alaska	3	0.1	1	2	.	.	.	.	.	.
Dist Of Columbi	2	0.1	1	1	.	.	.	.	.	.
New Hampshire	2	0.1	.	1	1	1	.	.	.	.
Rhode Island	1	0.0	.	.	1	1	.	.	.	.

TRESPASSER CASUALTIES (DEATHS AND INJURIES) (BY CALENDAR YEAR, Jan-Dec)
(EXCLUDES HIGHWAY-RAIL INCIDENTS)

Selections: Railroad - All Railroads
State - All States County - All Counties
All Regions
All Casualties
Calendar Year - 2013
End Month of Report - October

	Total		Pct of Total	Total Year Counts			YTD Counts Jan - Oct		% Change Over Time		
	Cases	Pct of Total		2010	2011	2012	2012	2013	2010 to 2012	2011 to 2012	To Oct 2012 2013
GRAND TOTAL.....	3,245	100.0	100.0	829	777	840	720	799	1.3	8.1	11.0
CSX CSX Transportation [CSX]	600	18.5	18.5	150	161	138	121	151	-8.0	-14.3	24.8
UP Union Pacific RR Co. [UP]	597	18.4	18.4	142	133	169	136	153	19.0	27.1	12.5
NS Norfolk Southern Corp. [NS]	485	14.9	14.9	98	114	127	104	146	29.6	11.4	40.4
BNSF BNSF Rwy Co. [BNSF]	448	13.8	13.8	131	115	95	80	107	-27.5	-17.4	33.8
ATK Amtrak [ATK]	389	12.0	12.0	115	88	104	93	82	-9.6	18.2	-11.8
FEC Florida East Coast Rwy Co. [FEC]	79	2.4	2.4	23	20	21	19	15	-8.7	5.0	-21.1
NJTR New Jersey Transit Rail Operations [NJTR]	66	2.0	2.0	15	13	10	10	28	-33.3	-23.1	180.0
LI Long Island Rail Road [LI]	61	1.9	1.9	19	16	18	16	8	-5.3	12.5	-50.0
KCS Kansas City Southern Rwy Co. [KCS]	59	1.8	1.8	20	16	12	10	11	-40.0	-25.0	10.0
NIRC Northeast IL Regional Commuter Rail Corp. [NI]	44	1.4	1.4	19	7	10	9	8	-47.4	42.9	-11.1
SEPA Southeastern Pennsylvania Transportation Auth	37	1.1	1.1	11	2	14	11	10	27.3	600.0	-9.1
MBTA Massachusetts Bay Transit Authority [MBTA]	34	1.0	1.0	7	7	12	11	8	71.4	71.4	-27.3
IC Illinois Central RR Co. [IC]	32	1.0	1.0	7	8	10	7	7	42.9	25.0	.
SOO SOO Line RR Co. [SOO]	23	0.7	0.7	6	8	9	9	.	50.0	12.5	.
PCMZ Caltrain Commuter RR Co. [PCMZ]	21	0.6	0.6	2	5	7	7	7	250.0	40.0	.
SCAX Southern California Regional Rail Authority []	21	0.6	0.6	3	5	7	6	6	133.3	40.0	.
SFRV South Florida Regional Transit Authority [SFR]	19	0.6	0.6	3	3	9	8	4	200.0	200.0	-50.0
GTW Grand Trunk Western RR Inc. [GTW]	18	0.6	0.6	7	1	8	8	2	14.3	700.0	-75.0
MNCW Metro North Commuter RR Co. [MNCW]	16	0.5	0.5	5	6	3	3	2	-40.0	-50.0	-33.3

	Total		Pct of Total	Total Year Counts			YTD Counts Jan - Oct		% Change Over Time		
	Cases	Pct of Total		2010	2011	2012	2012	2013	2010 to 2012	2011 to 2012	To Oct 2012 2013
WC Wisconsin Central Ltd. [WC]	13	0.4	0.4	4	2	3	3	4	-25.0	50.0	33.3
DME Dakota, Minnesota & Eastern RR [DME]	9	0.3	0.3	3	4	2	2	.	-33.3	-50.0	.
CP Canadian Pacific Rwy Co. [CP]	8	0.2	0.2	.	.	.	.	8	.	.	.
NMRX New Mexico Rail Runner Express [NMRX]	8	0.2	0.2	4	.	2	2	2	-50.0	.	.
MRL Montana Rail Link [MRL]	7	0.2	0.2	.	4	3	3	.	.	-25.0	.
DH Delaware & Hudson Rwy Co. [DH]	6	0.2	0.2	3	2	1	1	.	-66.7	-50.0	.
GRS Pam Am Rwy/Guilford System [GRS]	6	0.2	0.2	1	.	2	2	3	100.0	.	50.0
NYSW New York, Susquehanna & Western RR Co. [NYSW]	6	0.2	0.2	.	4	1	1	1	.	-75.0	.
SNJX Southern New Jersey Light Rail Group [SNJX]	6	0.2	0.2	.	4	.	.	2	.	.	.
MACZ MARC Train Service [MACZ]	5	0.2	0.2	.	2	2	2	1	.	.	-50.0
PAL Paducah & Louisville Rwy Co. [PAL]	5	0.2	0.2	.	1	3	2	1	.	200.0	-50.0
INRD Indiana Rail Road Co. [INRD]	4	0.1	0.1	.	1	3	3	.	.	200.0	.
PNWR Portland & Western RR, Inc. [PNWR]	4	0.1	0.1	1	.	2	2	1	100.0	.	-50.0
PSRR Pacific Sun RR, LLC [PSRR]	4	0.1	0.1	.	.	2	1	2	.	.	100.0
ARR Alaska RR Corp. [ARR]	3	0.1	0.1	1	2	.	.	.	.	.	.
BNSO Burlington Northern Santa Fe Suburban Operati	3	0.1	0.1	.	2	.	.	1	.	.	.
CC Chicago, Central & Pacific RR Co. [CC]	3	0.1	0.1	.	2	1	1	.	.	-50.0	.
CRSH Consolidated Rail Corp. [CRSH]	3	0.1	0.1	2	.	1	1	.	-50.0	.	.
CSS Chicago Southshore & South Bend RR [CSS]	3	0.1	0.1	.	2	.	.	1	.	.	.
DCTA Denton County Transportation Authority [DCTA]	3	0.1	0.1	.	1	2	2	.	.	100.0	.
EJE Elgin, Joliet & Eastern Rwy Co. [EJE]	3	0.1	0.1	1	1	1	1	.	.	.	.
HESR Huron & Eastern Rwy [HESR]	3	0.1	0.1	1	.	2	2	.	100.0	.	.
IORY Indiana & Ohio Rwy [IORY]	3	0.1	0.1	1	.	1	1	1	.	.	.
NOPB New Orleans Public Belt RR [NOPB]	3	0.1	0.1	.	.	1	1	2	.	.	100.0
PW Providence & Worcester RR Co. [PW]	3	0.1	0.1	.	.	3	2	.	.	.	.
TRE Trinity Rwy Express [TRE]	3	0.1	0.1	1	1	1	1	.	.	.	.
UFRC UTA FrontRunner Commuter Rail [UFRC]	3	0.1	0.1	2	1	.	.	.	.	.	.
UPME Union Pacific Metra [UPME]	3	0.1	0.1	.	1	1	1	1	.	.	.
AZER Arizona Eastern RR [AZER]	2	0.1	0.1	2	.	.	.	.	.	.	.
BPRR Buffalo & Pittsburgh RR, Inc. [BPRR]	2	0.1	0.1	.	1	.	.	1	.	.	.
CDOT Connecticut Department Of Transportation [CDO]	2	0.1	0.1	1	.	1	1	.	.	.	.
CUOH Columbus & Ohio River RR [CUOH]	2	0.1	0.1	.	.	1	1	1	.	.	.
IAIS Iowa Interstate RR [IAIS]	2	0.1	0.1	.	.	.	.	2	.	.	.
LIRC Louisville & Indiana RR Co. [LIRC]	2	0.1	0.1	.	1	1	1	.	.	.	.

	Total			Total Year Counts			YTD Counts Jan - Oct		% Change Over Time		
	Cases	Pct of Total	Pct of Total	2010	2011	2012	2012	2013	2010 to 2012	2011 to 2012	To Oct 2012 2013
MMID Maryland Midland Rwy, Inc. [MMID]	2	0.1	0.1	1	1	.	.	.	.	.	.
SERA Sierra Northern Rwy [SERA]	2	0.1	0.1	2	.	.	.	.	.	.	.
VREX Virginia Rwy Express [VREX]	2	0.1	0.1	.	.	2	1	.	.	.	.
AA Ann Arbor RR [AA]	1	0.0	0.0	.	1	.	.	.	.	.	.
AGR Alabama & Gulf Coast Rwy LLC [AGR]	1	0.0	0.0	1	.	.	.	.	.	.	.
AM Arkansas & Missouri RR Co. [AM]	1	0.0	0.0	.	.	1	1	.	.	.	.
ARZC Arizona & California RR Co. [ARZC]	1	0.0	0.0	1	.	.	.	.	.	.	.
ATN Alabama & Tennessee River Rwy LLC [ATN]	1	0.0	0.0	.	1	.	.	.	.	.	.
AVR Allegheny Valley RR Co. [AVR]	1	0.0	0.0	.	1	.	.	.	.	.	.
AWRR Austin Western RR [AWRR]	1	0.0	0.0	.	.	.	.	1	.	.	.
BLE Bessemer & Lake Erie RR Co. [BLE]	1	0.0	0.0	.	.	.	.	1	.	.	.
CIC Cedar Rapids & Iowa City Rwy Co. [CIC]	1	0.0	0.0	.	.	.	.	1	.	.	.
CLP Clarendon & Pittsford RR Co. [CLP]	1	0.0	0.0	.	.	.	.	1	.	.	.
CMTY Capital Metropolitan Transportation Authority	1	0.0	0.0	.	1	.	.	.	.	.	.
CSO Connecticut Southern RR Inc. [CSO]	1	0.0	0.0	.	.	1	1	.	.	.	.
CVSX Cuyahoga Valley Scenic Rwy [CVSX]	1	0.0	0.0	.	.	1	1	.	.	.	.
DGNO Dallas, Garland & Northeastern RR [DGNO]	1	0.0	0.0	1	.	.	.	.	.	.	.
DMIR Duluth, Missabe & Iron Range Rwy Co. [DMIR]	1	0.0	0.0	1	.	.	.	.	.	.	.
DSNG Durango & Silverton Narrow Gauge RR Co. [DSNG]	1	0.0	0.0	.	.	.	.	1	.	.	.
FCRD First Coast RR Inc. [FCRD]	1	0.0	0.0	.	1	.	.	.	.	.	.
FWWR Fort Worth & Western RR [FWWR]	1	0.0	0.0	.	.	1	1	.	.	.	.
GDLK Grand Elk RR, LLC [GDLK]	1	0.0	0.0	1	.	.	.	.	.	.	.
IHB Indiana Harbor Belt RR Co. [IHB]	1	0.0	0.0	.	1	.	.	.	.	.	.
KO Kansas and Oklahoma RR [KO]	1	0.0	0.0	1	.	.	.	.	.	.	.
LSRC Lake State Rwy Co. [LSRC]	1	0.0	0.0	1	.	.	.	.	.	.	.
MNTX Minnesota Transportation Museum [MNTX]	1	0.0	0.0	.	1	.	.	.	.	.	.
MPLI Minnesota Prairie Line, Inc. [MPLI]	1	0.0	0.0	1	.	.	.	.	.	.	.
MQT Marquette Rail LLC [MQT]	1	0.0	0.0	1	.	.	.	.	.	.	.
MS Michigan Shore RR [MS]	1	0.0	0.0	.	1	.	.	.	.	.	.
NICD Northern Indiana Commuter Transportation Dist	1	0.0	0.0	.	.	.	.	1	.	.	.
NTZR Natchez Rwy LLC [NTZR]	1	0.0	0.0	1	.	.	.	.	.	.	.
PATH Port Authority Trans Hudson [PATH]	1	0.0	0.0	1	.	.	.	.	.	.	.
PSAP Puget Sound & Pacific RR Co. [PSAP]	1	0.0	0.0	.	.	1	1	.	.	.	.

	Total			Total Year Counts			YTD Counts Jan - Oct		% Change Over Time		
	Cases	Pct of Total	Pct of Total	2010	2011	2012	2012	2013	2010 to 2012	2011 to 2012	To Oct 2012 2013
RBMN Reading Blue Mountain & Northern RR Commision	1	0.0	0.0	.	1	.	.	.	.	.	.
RSR Rochester Southern RR, Inc. [RSR]	1	0.0	0.0	.	.	1	1	.	.	.	.
SCR Sounder Commuter Rail [SCR]	1	0.0	0.0	1	.	.	.	.	.	.	.
SCX Santa Cruz and Monterey Bay Rwy Co. [SCX]	1	0.0	0.0	.	.	.	.	1	.	.	.
SDNX San Diego Northern Rwy [SDNX]	1	0.0	0.0	1	.	.	.	.	.	.	.
SJVR San Joaquin Valley RR Co. [SJVR]	1	0.0	0.0	.	.	.	.	1	.	.	.
SKOL South Kansas & Oklahoma RR Co. [SKOL]	1	0.0	0.0	.	.	1	1	.	.	.	.
TCWR Twin City & Western RR [TCWR]	1	0.0	0.0	1	.	.	.	.	.	.	.
TMBL Tacoma Municipal Belt Line Rwy [TMBL]	1	0.0	0.0	1	.	.	.	.	.	.	.
TRRA Terminal RR Association Of St. Louis [TRRA]	1	0.0	0.0	.	.	1	1	.	.	.	.
UTAX Utah Transit Authority [UTAX]	1	0.0	0.0	.	.	1	1	.	.	.	.
WNYP Western New York & Pennsylvania RR LLC [WNYP]	1	0.0	0.0	.	.	.	.	1	.	.	.
WSOR Wisconsin & Southern RR, L.L.C. [WSOR]	1	0.0	0.0	.	.	1	1	.	.	.	.
WTNN West Tennessee RR Corp. [WTNN]	1	0.0	0.0	.	.	1	1	.	.	.	.
YSRR Yountstown & Southeastern RR Co., Inc. [YSRR]	1	0.0	0.0	.	.	1	.	.	.	.	.

TRESPASSER CASUALTIES (DEATHS AND INJURIES) (BY CALENDAR YEAR, Jan-Dec)
(EXCLUDES HIGHWAY-RAIL INCIDENTS)

Selections: Railroad - All Railroads
State - All States County - All Counties
All Regions
All Casualties
Calendar Year - 2013
End Month of Report - October

Age	Total		Total Year Counts			YTD Counts Jan - Oct		% Change Over Time		
	Cases	Pct	2010	2011	2012	2012	2013	2010 to 2012	2012 to 2013	to Oct 2012 2013
Total...	3,245	100.0	829	777	840	720	799	1.3	8.1	11.0
01 - 05	4	0.1	2	1	1	1	.	-50.0	.	.
06 - 10	31	1.0	13	7	5	4	6	-61.5	-28.6	50.0
11 - 15	119	3.7	25	25	41	37	28	64.0	64.0	-24.3
16 - 20	358	11.0	105	82	90	80	81	-14.3	9.8	1.3
21 - 25	385	11.9	87	106	96	87	96	10.3	-9.4	10.3
26 - 30	328	10.1	80	76	83	66	89	3.8	9.2	34.8
31 - 35	302	9.3	59	68	99	90	76	67.8	45.6	-15.6
36 - 40	241	7.4	60	54	63	54	64	5.0	16.7	18.5
41 - 45	250	7.7	82	65	54	45	49	-34.1	-16.9	8.9
46 - 50	288	8.9	70	80	73	60	65	4.3	-8.8	8.3

Age	Total		Total Year Counts			YTD Counts Jan - Oct		% Change Over Time		
	Cases	Pct	2010	2011	2012	2012	2013	2010 to 2012	2012 to 2013	to Oct 2012 2013
51 - 55	246	7.6	60	50	66	58	70	10.0	32.0	20.7
56 - 60	157	4.8	39	40	31	23	47	-20.5	-22.5	104.3
61 - 65	80	2.5	17	18	24	20	21	41.2	33.3	5.0
61 - 70	40	1.2	13	6	11	8	10	-15.4	83.3	25.0
71 - 75	22	0.7	4	7	5	5	6	25.0	-28.6	20.0
76 - 80	21	0.6	6	4	7	5	4	16.7	75.0	-20.0
>= 81	31	1.0	4	11	11	10	5	175.0	.	-50.0
Not Given	342	10.5	103	77	80	67	82	-22.3	3.9	22.4

TRESPASSER CASUALTIES (DEATHS AND INJURIES) (BY CALENDAR YEAR, Jan-Dec)
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State - All States County - All Counties
All Regions
All Casualties
Calendar Year - 2013
End Month of Report - October

Event	Total		Total Year Counts			YTD Counts Jan - Oct		% Change Over Time		
	Cases	Pct	2010	2011	2012	2012	2013	2010 to 2012	2012 to 2013	to Oct 2012 2013
----GRAND TOTAL-----	3,245	100.0	829	777	840	720	799	1.3	8.1	11.0
59 Struck by on-track equipment	2,425	74.7	622	579	636	547	588	2.3	9.8	7.5
70 Slipped, fell, stumbled, other	252	7.8	65	50	74	58	63	13.8	48.0	8.6
99 Other (describe in narrative)	99	3.1	15	26	33	29	25	120.0	26.9	-13.8
18 Collision/impact - auto, truck, bus, van, etc.	57	1.8	17	18	11	10	11	-35.3	-38.9	10.0
34 Lost balance	50	1.5	10	12	20	16	8	100.0	66.7	-50.0
61 Struck against object	49	1.5	8	8	6	6	27	-25.0	-25.0	350.0
67 Thrill seeking	46	1.4	17	11	10	7	8	-41.2	-9.1	14.3
58 Struck by object	27	0.8	6	8	4	2	9	-33.3	-50.0	350.0
42 Ran into on-track equipment	23	0.7	16	2	1	1	4	-93.8	-50.0	300.0
68 Caught, crushed, pinched, other	22	0.7	4	3	7	7	8	75.0	133.3	14.3
43 Ran into object/equipment	19	0.6	2	7	4	4	6	100.0	-42.9	50.0
54 Slipped, fell, stumbled, etc. due to object, ballast,	19	0.6	3	9	1	1	6	-66.7	-88.9	500.0
69 On track equipment, other incidents	16	0.5	1	3	7	6	5	600.0	133.3	-16.7
03 Assaulted by other	13	0.4	4	2	1	1	6	-75.0	-50.0	500.0
23 Electrical shock due to contact with 3rd rail, ca	12	0.4	4	3	5	5	.	25.0	66.7	.
33 Horseplay, practical joke, etc.	12	0.4	6	5	.	.	1	.	.	.
65 Sudden/unexpected movement of vehicle	9	0.3	4	3	1	1	1	-75.0	-66.7	.
24 Electrical shock, other (explain in narrative)	8	0.2	2	3	2	2	1	.	-33.3	-50.0
64 Sudden/unexpected movement of on-track equipment	8	0.2	1	4	3	3	.	200.0	-25.0	.
37 Other impacts - on track equipment	7	0.2	2	.	1	1	4	-50.0	.	300.0
81 Caught Between Equipment	7	0.2	2	2	2	2	1	.	.	-50.0
02 Apprehending/removing from property	6	0.2	3	.	2	2	1	-33.3	.	-50.0
10 Caught in/crushed by materials	6	0.2	1	1	.	.	4	.	.	.
41 Pushed/shoved from	6	0.2	1	.	1	1	4	.	.	300.0

Event	Total		Total Year Counts			YTD Counts Jan - Oct		% Change Over Time		
	Cases	Pct	2010	2011	2012	2012	2013	2010 to 2012	2012 to 2013	to Oct 2012 2013
51 Slipped, fell, stumbled, etc. due to irregular surfa	6	0.2	2	1	.	.	3	.	.	.
17 Collision - between on track equipment	5	0.2	1	4	.	.	.	.	.	.
32 Highway-rail collision/impact	4	0.1	1	3	.	.	.	.	.	.
71 Sudden, unexpected movement, other	4	0.1	2	2	.	.	.	.	.	.
16 Climatic condition, exposure to environmental col	3	0.1	1	2	.	.	.	.	.	.
35 Missed handhold, grabiron, step, etc.	3	0.1	2	.	.	.	1	.	.	.
15 Climatic condition, exposure to environmental hea	2	0.1	.	.	1	1	1	.	.	.
21 Derailment	2	0.1	.	.	2	2	.	.	.	.
49 Shot	2	0.1	.	1	1	1	.	.	.	.
57 Struck by thrown or propelled object	2	0.1	.	.	1	1	1	.	.	.
77 Struck by Other Remote Control Locomotive	2	0.1	1	1	.	.	.	.	.	.
82 Caught Between Material	2	0.1	.	1	.	.	1	.	.	.
01 Aggravated pre-existing condition	1	0.0	1	.	.	.	.	.	.	.
19 Committing vandalism/theft	1	0.0	.	.	1	1	.	.	.	.
27 Exposure to chemicals - external	1	0.0	.	.	.	.	1	.	.	.
52 Slipped, fell, stumbled, etc. due to climatic con	1	0.0	1	.	.	.	.	.	.	.
53 Slipped, fell, stumbled, etc. on oil, grease, etc.	1	0.0	.	1	.	.	.	.	.	.
60 Struck by falling object	1	0.0	.	.	1	1	.	.	.	.
63 Sudden/unexpected movement of material	1	0.0	1	.	.	.	.	.	.	.
73 Burned	1	0.0	.	1	.	.	.	.	.	.
76 Struck by Own Remote Control Locomotive	1	0.0	.	.	1	1	.	.	.	.
79 Caught Between Machinery	1	0.0	.	1

TRESPASSER CASUALTIES (DEATHS AND INJURIES) (BY CALENDAR YEAR, Jan-Dec)
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 All Regions
 All Casualties
 Calendar Year - 2013
 End Month of Report - October

Physical Activity and Event	Total		Total Year Counts			YTD Counts Jan - Oct	
	Cases	Pct of Total	2010	2011	2012	2012	2013
GRAND TOTAL....	3,245	100.0	829	777	840	720	799
Walking--Struck by on-track equipment	898	27.7	217	219	247	207	215
Lying--Struck by on-track equipment	347	10.7	55	76	99	82	117
Lying down--Struck by on-track equipment	301	9.3	113	76	56	49	56
Standing--Struck by on-track equipment	255	7.9	70	55	71	64	59
Sitting--Struck by on-track equipment	206	6.3	61	58	46	42	41
Running--Struck by on-track equipment	107	3.3	38	21	31	27	17
Walking--Slipped, fell, stumbled, other	82	2.5	19	16	27	22	20
Driving (motor vehicle, forklift, etc.)--Struck by on-track	75	2.3	12	19	24	21	20

Physical Activity and Event	Total		Total Year Counts			YTD Counts Jan - Oct	
	Cases	Pct of Total	2010	2011	2012	2012	2013
equipment							
Other (Narrative must be provided)--Struck by on-track equipment	56	1.7	8	9	18	16	21
Riding--Struck by on-track equipment	37	1.1	7	11	12	11	7
Riding--Slipped, fell, stumbled, other	36	1.1	13	5	10	8	8
Jumping from--Slipped, fell, stumbled, other	33	1.0	4	7	8	8	14
Driving (motor vehicle, forklift, etc.)--Collision/impact - auto, truck, bus, van, etc.	30	0.9	10	12	5	4	3
Climbing over/on--Slipped, fell, stumbled, other	24	0.7	6	6	5	3	7
Slipping--Struck by on-track equipment	23	0.7	11	5	5	5	2
Jumping onto--Struck by on-track equipment	19	0.6	5	4	6	5	4
Riding--Collision/impact - auto, truck, bus, van, etc.	19	0.6	7	4	3	3	5
Jumping from--Thrill seeking	18	0.6	6	4	3	1	5
Jumping from--Other (describe in narrative)	18	0.6	5	5	4	4	4
Other (Narrative must be provided)--Other (describe in narrative)	17	0.5	1	3	9	8	4
Bending, stooping--Struck by on-track equipment	16	0.5	6	2	3	3	5
Climbing over/on--Struck by on-track equipment	16	0.5	4	6	2	2	4
Walking--Lost balance	13	0.4	3	3	5	5	2
Walking--Slipped, fell, stumbled, etc. due to object, ballast, spike, etc.	13	0.4	3	6	1	1	3
Walking--Other (describe in narrative)	13	0.4	1	6	3	2	3
Crossing over--Struck by on-track equipment	12	0.4	3	4	1	1	4
Walking--Struck by object	12	0.4	4	1	2	1	5
Driving (motor vehicle, forklift, etc.)--Ran into object/equipment	11	0.3	1	6	2	2	2
Jumping from--Struck by on-track equipment	11	0.3	2	6	1	1	2
Operating--Struck by on-track equipment	11	0.3	1	2	3	2	5
Walking--Struck against object	11	0.3	1	1	1	1	11
Lying down--Other (describe in narrative)	11	0.3	2	1	4	3	2
Crossing or crawling under--Struck by on-track equipment	10	0.3	4	1	2	1	3
Running--Slipped, fell, stumbled, other	10	0.3	2	2	2	2	4
Crossing over--Slipped, fell, stumbled, other	9	0.3	1	4	4	2	1
Driving (motor vehicle, forklift, etc.)--Ran into on-track equipment	9	0.3	7	.	.	.	2
Getting off--Slipped, fell, stumbled, other	9	0.3	4	1	3	2	2
Jumping from--Lost balance	9	0.3	1	1	7	6	1
Jumping onto--Slipped, fell, stumbled, other	9	0.3	2	1	5	4	1
Laying--Slipped, fell, stumbled, other	9	0.3	2	3	1	1	3
Riding--Struck against object	9	0.3	2	1	2	2	4
Climbing over/on--Lost balance	8	0.2	1	4	1	1	3
Riding--Lost balance	8	0.2	2	2	3	2	1
Standing--Other (describe in narrative)	8	0.2	1	4	3	3	1
Lying down--Slipped, fell, stumbled, other	8	0.2	2	2	2	1	2
Driving (motor vehicle, forklift, etc.)--Struck against object	7	0.2	1	2	1	1	3
Driving (motor vehicle, forklift, etc.)--Other (describe in narrative)	7	0.2	.	.	5	5	2
Standing--Slipped, fell, stumbled, other	7	0.2	5	1	1	1	.
Climbing over/on--Caught, crushed, pinched, other	6	0.2	1	1	1	1	4
Crossing between--Struck by on-track equipment	6	0.2	1	1	3	3	1
All other physical activities and EVENTS	346	10.7	96	89	78	70	83